GEOGRAPHIC NEWS BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of March 29, 1926. Vol. V. No. 4.

1. Peking and Its Streets.
2. The North Pole and Five Others.
3. Limburg, Famous for Cheese, Builds Canals for Coal.
4. Unimak Island Will Sit for Navy Air Photos.
5. In the Reign of Cotton on the Nile.

© National Geographic Society.

EDAM CHEESE IN THE MARKET; HOLLAND IS ALSO FAMOUS FOR LIMBURG CHEESE

(See Bulletin No. 3)

HOW TO OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Peking and Its Streets

PEKING is the prize for which contending armies are fighting in China. Many observers believe that the battle to decide the fate of Peking is the most important combat in China for the last fifteen years. Probably the actual warfare will not touch the Chinese capital since the armies are gathering near Tientsin.

Peking, itself, is a "city within a city."

Passing within the walls one expects to find bannered signs of shopkeepers; instead he beholds broad avenues three miles long, making squares as regular as those of a checkerboard.

Then the visitor begins to suspect that Peking is the one spacious Chinese city because it is not a Chinese city at all, but a Tatar city, built by adventurous barbarians from the north.

Dragon Throne in the "Forbidden City"

The Chinese portion of the city, dating back 400 years, is the commercial center. The Tatar city is about 300 years older. It is the Tatar city which includes the famous "Forbidden City." The Dragon Throne of the Son of Heaven, Emperor of the Middle Kingdom, is the center of the "Forbidden City."

The famous throne is of rare wood, exquisitely carved. Behind it is a screen of golden lacquer so dainty in design that it seems a bit of filmy lace. Around this throne room are the palaces, shut in by purple walls.

The streets of Peking reflect the city's infinite variety. Every thoroughfare is alive with beasts and vehicles and humans.

Down the smooth, tree-lined roads go automobiles, cabs, rickshaws, and bicycles, all speeding past the slower moving catafalques and wedding processions on the sides. Between sidewalks and trees, along a highway of turf, go mule-mounted equestrians, soldiers on sturdy Manchurian ponies, triplets of donkeys hauling lumber, brick, coal, and crockery, blue-canopied Peking carts, and caravans of camels out of the north.

Camels Go on Business

Imagine a city where camels go up and down the streets on business, not in a circus parade! The visitor strolls along Hatamen Street after breakfast, and there they are, on their knees, blinking in the morning sun—fine, shaggy, brown beasts, an occasional white one—rather dirty white—among them, chewing their cuds in leisure. The pavement before the shops whither they have carried goods has been their stable for the night. There are dozens upon dozens of them lining the sidewalk, up the street and down.

By and by the drivers come forth, throw their empty sacks between the humps of the animals, rouse them, and lead them off down the street, slowly and softly stepping, in single file, out beneath the great stone arches of the Hata Gate, then westward beside the frowning buttresses of the city wall.

Almost as fascinating as the camels are the carts of Peking, or rather the little beasts which pull them—ponies, donkeys, mules, and odd creatures that are neither horse, mule, nor ass, but subtle, indistinguishable mixtures. On first sight one is sure they are horses, on the second he is sure they are mules, on the third

© National Geographic Society.

CONTROLLING THE LIFE OF EGYPT AT ASWAN

These gigantic jets of water are spurting through sluices 6½ feet wide and 28 feet high, in the Aswan Dam. Before the construction of this dam the Nile was a curse as well as a blessing. The terrific floods brought fertile mud, but by March the valley parched for lack of water. Aswan, with its mile and a quarter of masonry, 131 feet above the foundations, is one of the world's longest dams. Between July and November wide-open sluices let the muddy water through, but during the winter a reservoir 185 miles long husbands supplies for the dry months (see Bulletin No. 5).

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

The North Pole and Five Others

SEVEN expeditions plan to invade the North Polar regions during the coming season. These projects serve to call attention to the fact that the earth has other poles in addition to the geographical poles, North and South.

The earth's polar possessions go by twos. Exactly opposite the North Pole is the South Pole. In the hemisphere opposite the North Magnetic Pole is the South Magnetic Pole. In addition there is a pole of cold both for the northern and the southern hemispheres. The earth may be considered as having, therefore, six fairly well-recognized poles.

More has been written and thought about the North Pole, undoubtedly, than about all the other poles together. The northern hemisphere, with its larger masses of land, became the field for the world's greatest civilizations and biggest centers of population. The North Pole captured and held the popular interest because it is the most inaccessible place in the general region in which most of us live. Attempting to reach it was the "Great Adventure" nearest home.

Ocean More Than 9,000 Feet Deep at Pole

In spite of the early lure which it exerted, the North Pole has been visited only once in all recorded time. Rear Admiral Robert E. Peary reached it on April 6, 1909, and spent thirty hours making observations in its vicinity. He found it to be not on land, but in the sea, though a sea covered, of course, by thick ice. Through a hole in this ice five miles south of the pole Peary took a sounding, paying out 9,000 feet of wire without finding bottom.

It requires imagination to understand the North Pole. It is the imaginary point where the imaginary axis of the earth emerges. As one stands at the pole, every direction in which one faces is south. In the summer the sun makes a complete circle near the horizon every 24 hours, never dropping out of sight. In the winter an explorer at the North Pole would see the Pole Star directly overhead, while all the other stars would appear to wheel around it. Standing still on the North Pole an observer would merely pivot once each 24 hours. A man standing on the Equator at the same time, however, would be carried along from west to east at the rate of 16 miles a minute.

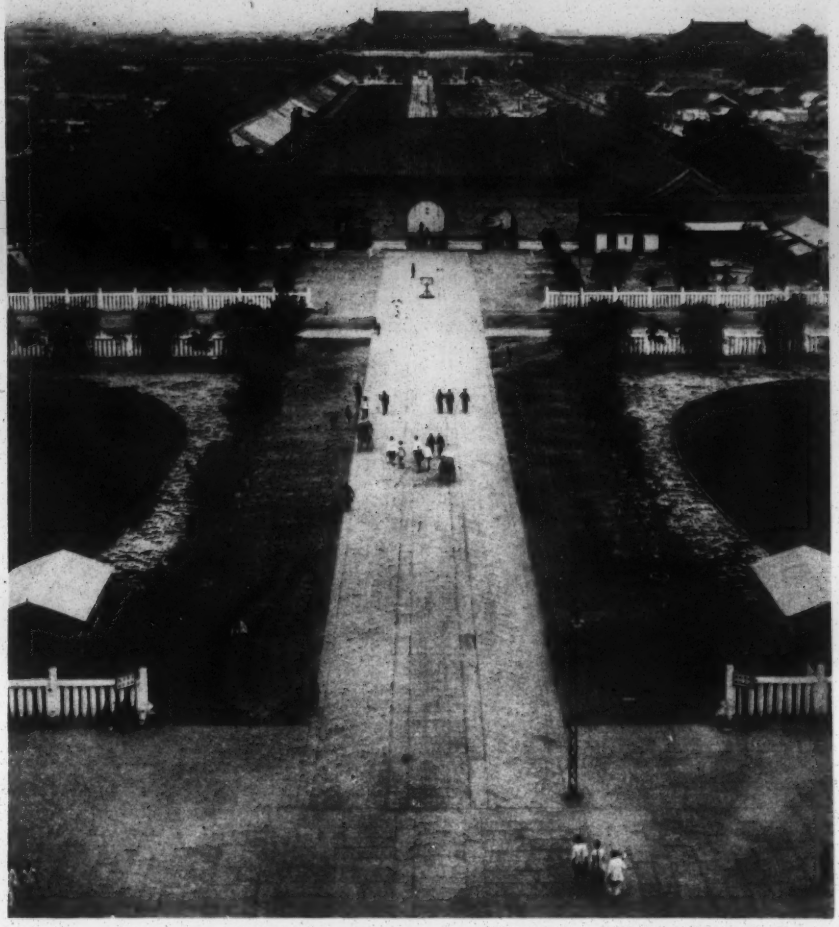
South Pole Colder

It is believed that the temperature at the North Pole hardly ever rises above the freezing point in mid-summer. This condition exists in spite of the fact that during June and July and parts of May and August the sun pours out more heat toward the pole than at any other part of the earth's surface.

The North Pole is rigid enough but it cannot boast that it is absolutely immovable. For reasons not entirely clear, it wabbles, describing a rough circular path about 50 feet in diameter about every fourteen months. This motion changes the latitude of the majority of places on the earth's surface by amounts ranging from a few feet to 50. Scientists are also ready to believe that the pole may have had a very different position at some time in the distant past. Coal deposits in Spitsbergen and Ellesmere Island show that in these polar lands tropical conditions once held sway.

The South Pole, twin of the North Pole geometrically and geographically, has not been the objective of nearly so many expeditions. Yet it has been visited

he is equally sure they are zebras with the stripes worn off. One historian of China speaks of the ancient Tatars as possessing horses, asses, mules, and "other peculiar breeds of the equine family." These ancient other breeds still trot about the Tatar city.



THE GATE TO THE IMPERIAL CITY: PEKING © National Geographic Society.

Occupying the center of the Inner City is the Imperial City, enclosed by a rectangular brick wall. In the center of this city is the Purple Forbidden Palace, within which, in turn, was the Emperor's Palace, containing many halls of vast proportions, magnificently decorated.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Limburg, Famous for Cheese, Builds Canals for Coal

IN AMERICA we are more inclined to connect Limburg with cheese than coal. Holland, however, is spending millions of florins on an extensive system of canals which will bring Limburg coal to Amsterdam, Rotterdam and other industrial centers. Limburg is the southeast sector of Holland. It is the only part of the little country which has rocky hills. But these hills are not high. A few reach 1,000 feet in height. Under these Limburg hills are extensive coal deposits which now yield 6,000,000 tons annually.

By developing the waterways of Limburg, Holland also hopes to capture some of the export trade from the industrial sections of northern France. Now French products go out through Antwerp in Belgium. But if the Netherlands can provide cheaper transportation the products will go through Limburg to Rotterdam and swell the shipping activities of that port near the mouth of the Rhine.

Smaller Than Rhode Island

That portion of Limburg now ruled by Holland is smaller than Rhode Island in area. Its name, applying to a considerable area, dates back to the eleventh century. Limburg was a castle built along the Vesdre River on the site of the present town of Limburg.

For two centuries after its founding the history of Limburg was one of disputes. Then came the exploits of John of Brabant whose brilliant battles against superior forces resulted in the union of Limburg and Brabant. A charter was given establishing a miniature league of nations among the feudal states. It pledged the rulers of Brabant to respect boundaries, and to vote on taxes, wars and treaties.

When Limburg Fought a Spanish Duke

For a time Limburg was annexed to France; portions of it then fell to Luxemburg and thus passed into the German confederation. The section of original Limburg was added to Holland by the London conference at the close of our Civil War.

Maastricht is the present chief city of Limburg. Its most conspicuous exploit was its four months' resistance to the siege of the terrible Duke of Parma from Spain. With a small garrison as a nucleus, citizens and peasants from the vicinity fought a veteran army of about equal numbers. The Duke had miners tunnel under the walls. A woman's regiment from the city scalded hundreds to death with showers of boiling water. Meanwhile men employed bellows from church organs to blow burning brush into the subterranean trenches. Then the women hurled blazing torches of pitch upon the enemy at the city's gates.

When, after a terrific advance, the defense crumbled, the citizens threw up inner fortifications. They held out until a concerted attack by overwhelming numbers invaded their last stronghold. Red hot sand and boiling water deluged them from their own roof tops. Even the aged women and the children lost their lives. About 8,000 perished, and the city was plundered.

Two Holland Cheeses

The cheese for which Limburg is famous takes its place beside Edam, another Holland cheese. The latter takes its name from a town near the Zuider

UMI

twice by man: by Amundsen in December, 1911, and by Scott a month later. The latter lost his life on the return trip. Unlike its northern twin, the South Pole is situated on land, such a large mass that it has come to be called the Antarctic Continent. Due to the large land area about the South Pole, that point has considerably colder summers than those at the North Pole. In fact, so cold are the summers and so continual the winds that the entire Antarctic Continent is practically devoid of plant life.

North Magnetic Pole on Boothnia Peninsula

In one sense the magnetic poles are more truly earth features than the geographical poles. They have no celestial aspects. They cannot be located by any sort of astronomical observations. They lie more than a thousand miles from the true poles and are believed to be slowly changing position. These poles have their being because the earth is a huge magnet, probably due to its rotation. It is only with a compass needle or with certain electrical apparatus that the existence of the magnetic poles can be determined. It is their effect on the compass needle, on the other hand, that has made navigation fairly simple.

The North Magnetic Pole lies on the Boothnia Peninsula in the latitude of Point Barrow, Alaska, and the longitude of Omaha, Nebraska. To it the north end of a compass needle points. The needle dips as the magnetic pole is approached, and, when Boothnia is reached, stands on its point. In the Arctic regions north of the pole, the needle points south, or if northeast of the pole, points southwest. This action greatly complicates navigation in the Far North.

The South Magnetic Pole does not lie directly on the opposite side of the earth from its northern counterpart as one might expect. If it had this theoretical position it would be situated directly south of the point of India on the 70th parallel of south latitude. Instead it lies eastward by nearly a quarter of the earth's circumference, near the 155th degree of east longitude, south of the easternmost point of Australia. It comes much nearer to the latitude where it would be expected. It is 72° south, whereas the North Magnetic Pole lies at 70° north. Both magnetic poles are believed to be rotating very slowly in opposite directions around the geographic poles.

Where It Has Been 94 Below

The earth may be said to have a fifth and a sixth pole, "poles of cold." It might be expected that the geographic poles would be the points of lowest temperature. However, the arrangement of water has a tempering effect and land and altitude produce lower temperatures, so the poles of cold fail to coincide exactly to the geographical poles. Temperature records for the southern polar regions are rather meagre, but it is probable that the southern pole of cold is in the highlands of the Antarctic continent, not far from the South Pole.

Due to the great land masses of the northern hemisphere, especially that of Eurasia, the northern pole of cold is far from the North Pole. It is situated west of Verkhoyansk, Siberia, about 200 miles inland from the mouth of the Lena River. This region is supposed to be colder in January than the North Pole itself. It has the lowest mean annual temperature of any place in which records have been made. It boasts a record of 94 degrees Fahrenheit, below zero, but its usual temperature during January is about 60 degrees Fahrenheit, below zero.

Bulletin No. 2, March 29, 1926.

FOR FURTHER READING

Teachers who wish to use Bulletin No. 5 for project or reading assignment will find allied subject matter and illustrations in the following National Geographic Magazine articles: "The Resurrection of Ancient Egypt." By James Baikie. September, 1913, 46 illustrations, 1 sketch map, pp. 957–1020. "Along the Nile, Through Egypt and the Sudan." By Frederick Simpich. October, 1922, 29 illustrations, pp. 379-410. "At the Tomb of Tutankhamen." By Maynard Owen Williams. May, 1923, 37 illustrations, 1 sketch map, pp. 461–492. "The Barrage of the Nile." By Day Allen Willey. February, 1910, 14 illustrations; pp. 175-184. "Cairo to Cape Town." By Felix Shay. February, 1925, 102 illustrations, 1 map, pp. 123-260. "The Land of Egypt." By Alfred Pearce Dennis. March, 1926, 29 illustrations, pp. 271-298.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Unimak Island Will Sit for Navy Air Photos

UNIMAK ISLAND and its lesser brothers in the Aleutian chain are again to see airplanes this summer. Two years ago the Army round-the-world flyers swept past. This summer Navy planes are going to the Aleutian Islands, which are North America's "stepping stones" to Asia.

The Navy planes will make a photographic survey of the Aleutian chain beginning with the Valley of Ten Thousand Smokes, explored by the National Geographic Society, and travel westward. Their program calls for one of the greatest aerial photographic expeditions ever undertaken. The survey should secure much map data not now available.

Unimak Island may be one of the bases of the expedition since it is the largest of the Aleutian Islands. It is a focus of volcanic activity second only to the Katmai district. Although it has an area only a little larger than Rhode Island, there are so many craters on Unimak Island that a great deal of confusion often occurs in the location of the reported eruptions.

A Nearly Perfect Cone

Mount Shishaldin is the most striking and beautiful of the eleven major craters of the island. It has one of the most nearly perfect cones in the world, which seems to float suspended in the air above its cloud-girt base. Because of its white symmetry it has been called the most formidable rival of the celebrated Fujiyama. Fortunate, however, is the visitor who has seen this Alaskan peak in all her beauty, for most of the year Unimak, and the rest of the Aleutians, are enveloped in a heavy blanket of fog and low-lying clouds. Fog will probably be the expedition's greatest enemy.

Despite Unimak's size and its separation from the Alaskan Peninsula by only a narrow strip of water, it is of little importance. The principal industries are cod fishing on the great banks to the south of the island, which are similar to those of Newfoundland, and the mining of small quantities of sulphur and pumice stone. The inhabitants are mostly the remnants of the original native tribes found here by the Russians in the eighteenth century.

Telescope Tourists

There is no tourist trade, partly because there are no accommodations for visitors, but mainly because the beauties of the island can be seen to advantage with binoculars on shipboard. West Coast steamers bound for Nome and other places on the Bering Sea, or for the Arctic Ocean, pass almost around the island. The narrow strait separating Unimak from the mainland is not as safe as Unimak Pass, which is the strait between it and the rest of the Fox group.

Like its sister islands Unimak is in general desolate and rocky. It is treeless. Except for its heavy rainfall and fogs, it has a mild climate. Summers in Unimak are cooler than places farther north. In winter the weather is milder than that of Tennessee or Kentucky. The warm Japan Current, which sweeps up the coast of Asia and around the Aleutians, gives the Aleutians a January average of 30 degrees above zero.

Grasses of all kinds grow in abundance on the lowlands all year round but

Zee. But Limburg cheese stands alone in the cheese world for the peculiar excellence of its flavor and the pungency of its odor.

IN THE HEART OF OLD AMSTERDAM © National Geographic Society.

It will be possible to embark on the canal streets of Amsterdam and go to farthest southeast Holland when the program of canal development for Limburg is completed. Coal for heating and for ships comes to Amsterdam from Limburg. The houses of Amsterdam are built on tiles which led Erasmus of Rotterdam to remark he knew a city whose inhabitants dwelt on the tops of trees like rooks.

GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

In the Reign of Cotton on the Nile

COTTON is concerned in two important events in Africa. Though the events have taken place on the same river, the Nile, they occur 1,300 miles from each other.

In the pie-shaped sector of Anglo-Egyptian Sudan, whose sides are outlined by the Blue Nile and the White Nile meeting at Khartum, the cotton acreage has been increased from 20,000 to 300,000 acres. A two-mile dam at Sennar on the Blue Nile has just been completed. It creates a lake 50 miles long capable of satisfying the thirst of 2,800 miles of irrigation canals. Yet 300,000 acres is less than 1 per cent of United States' cotton-producing area.

While the country of the Upper Nile is going in for cotton, the delta of Nile, 1,300 miles away, is preparing to restrict cotton growing. The government has ordered that not more than one-third the arable land be planted with cotton. It will still be Egypt's most important crop.

Must Not Grow Tobacco

The two events direct attention to the changes man is bringing to the Nile Valley. Yet they also show the limits which geography has fixed on the expansion of man's activities in the "cradle of civilization."

It is necessary, therefore, for the government to enact stringent regulations concerning the use of this land. Tobacco growing is prohibited. Farming land is much too precious to be used for luxuries, especially for such soil-robbing luxuries as tobacco. Egypt has many cigarette factories and its cigarette makers are skilled in curing and blending tobacco. These factories obtain the leaf elsewhere, generally from the Levant, or from the islands of the Aegean archipelago.

Egypt, as has so often been said, is the "gift of the Nile." The life of the country, its trade, its foreign contacts, and even the character of its inhabitants have been molded to meet the capacities and the whims of this great stream. No country in the world is so dependent on a river.

Nile Had Many Moods

The desert, however, has been a co-worker of the Nile in Egyptian life through the ages. Cloudless blue skies, powerful sunlight, and dry, warm air have given Egypt a fixed climate especially suited to the formation of definite types. Domestic animals, in particular, give proof of its transforming influence. Oxen, often exterminated by disease, have been replaced with foreign breeds from every part of the globe. In a few generations they assume the well-known Egyptian type, familiar from the paintings and pictures on ancient tombs and temples.

The natives, too, have changed little. Despite a troubled political career in the last few centuries the great mass of the population is little different from the builders of the Pyramids. To-day they speak Arabic and profess Mohammed as their prophet. But they still revere the Nile. They still irrigate their fields with its waters after the same fashion as the subjects of King Mena, 4000 B. C.

While the Nile brought many gifts to the ancient Egyptians it was far from a perfectly behaved river. Usually it spilled over its banks once a year, flooded the adjacent lowlands and left new layers of highly fertile soil for the year's

UMI

the climate is too damp to mature grain. Soil is rich since it is composed of vegetable mold mixed with volcanic ash. Yet the land is so rugged that there are no places where farms of any size can be made. The interior has never been thoroughly explored, and therefore awaits the Navy flyers. Reports of a lake of sulphur in solution have never been confirmed.

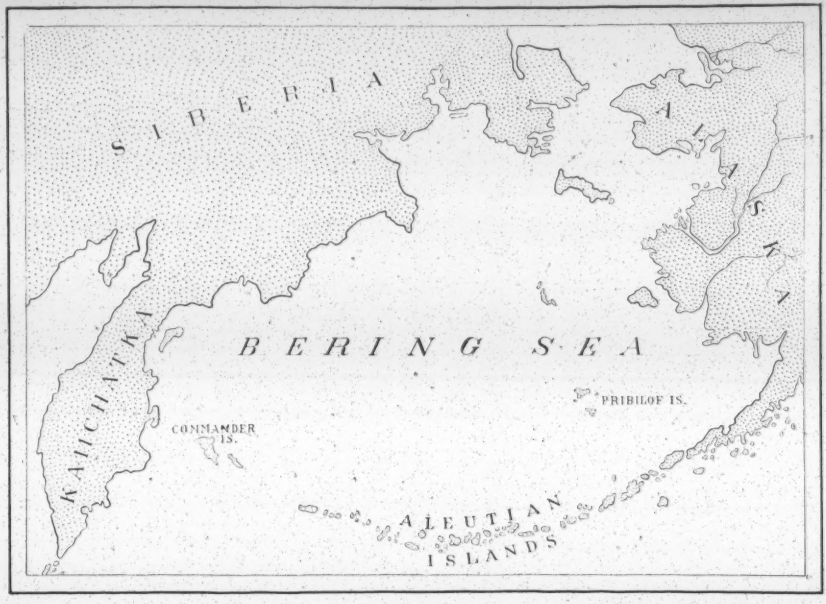
On the Steamer Route to Japan

Unimak and other islands of the Aleutian chain are believed to be the route by which man first migrated to the Western Hemisphere. They should be better known to the world at large, because they are on the shortest route between our northwestern States and Japan. The great expanse of the Pacific Ocean and the curvature of the earth makes the direct route from Seattle, or from San Francisco and the Panama Canal, to Yokohama lie along the Aleutians.

The American World Flyers remember Unimak as part of one of the most difficult stages in their globe-circling trip. Port Moller, the community to which Major Martin made his way on foot after his plane crashed, is about 150 miles farther east. That district presented the same dangers for aviators as Unimak, conical peaks and sharp ridges rising suddenly out of dreary fog-hidden tundras and marshes. Portage Bay, where a forced landing was made, is on the mainland opposite Kodiak Island.

The Aleutians Islands, however, have an added handicap in the "willie-waws." These are cyclonic winds peculiar to the region and probably attributable to the meeting of the cold winds from the north and the warm breezes from the Japan Current.

Bulletin No. 4, March 29, 1926.



© National Geographic Society.

MAP SHOWING THE ALEUTIAN ISLANDS

The diagram shows how this mountain chain whose peaks only shove themselves above the surface of the ocean, form stepping stones between Asia and North America. The Pribilof Islands which are north of the Aleutians are more valuable economically than any of the Aleutians. The Pribilof Islands are now the United States' reservation for fur-seals. The Navy flyers will map the Aleutian Islands by airplane during the coming summer.

crops. Then the Egyptians brought thanksgiving offerings to their gods. At other times the river was low. Crops were burnt up by the pitiless glare of the sun before the life-giving water could be brought to them. Still again the Nile was a raging flood driving all before it.

Irrigation works developed by the English, however, have made large-scale plantings possible to-day. Great dams and barrages thrown across the Nile Valley hold the spring rains of the southern mountains, and distribute them more evenly throughout the year. Under European leadership and ingenuity, Egypt has progressed in agriculture from a rather forbidding land, farmed only when naturally fertile, to a smiling ribbon of farms and plantations. Each year additional fingers of irrigation canals reach deeper into the sun-glazed desert. The canals transform it at a touch into luxuriant growths of green and gold and russet vegetation.

Lines of railroad rails are following in the wake of water canals, in order that crops may be carried to market easily. Egypt already possesses 3,000 miles of railroads, extending along the Mediterranean coast and up the Nile to the First Cataract. Its railroads are connected with the railway systems of Europe and Asia by a line across the Sinai Peninsula.

Gets Cotton Seeds From America

Cotton, the commercial staple of the country and the subject of the new restriction, is the foundation and backbone of the prosperity which English administration brought to Egpyt. The Nile Delta was found to be one of the most favorable cotton-growing regions in the world. Cotton planters and retailers of Egypt claim that their product is the finest in the world. Egyptian cotton is cream-colored or brownish, while American is white. It is said to be more silky than that of the Southern States. However, the seeds of many of the best Egyptian types are developed from those of American plants, including the celebrated Sea-Island variety.

Bulletin No. 5, March 29, 1926.

© National Geographic Society.

PUTTING FERTILIZER ON A COTTON FIELD IN EGYPT

Irrigation is bringing more and more acres of the Nile's flood plain into cultivation. The most important crop now is cotton. Egypt is particularly successful in producing long staple cotton.